Form No 10 300 (Rev 10.74)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FOR NPS USE ONLY

HO-63

NATIONAL REGISTER OF HISTORIC PLACES

RECEIVED

INVENTOR	Y NOMINATION	FORM DA	TE ENTERED	
NO. 10 D. 1				
SEE	INSTRUCTIONS IN HOW T TYPE ALL ENTRIES			S
NAME				
HISTORIC				
	terson Viaduct; Il	chester Bridge	e ,	
AND/OR COMMON				
Pat	terson Viaduct Rema	ins (Preferred	(E	
LOCATION				
STREET & NUMBER			00 feet south of	B & O
	bridge over the	Patapsco	NOT FOR PUBLICATION	
CITY, TOWN			CONGRESSIONAL DIST	RICT
	nester <u>x</u>	VICINITY OF	Sixth	10.70%
STATE	2 2	CODE	COUNTY	027. 005
-	rland	Н	oward & Baltimore	027, 005
3 CLASSIFIC	CATION			
CATEGORY	OWNERSHIP	STATUS	PRES	SENTUSE
DISTRICT	PUBLIC	_OCCUPIED	AGRICULTURE	MUSEUM
_BUILDING(S)	X_PRIVATE	_UNOCCUPIED	COMMERCIAL	PARK
X STRUCTURE	BOTH	_WORK IN PROGRESS	EDUCATIONAL	PRIVATE RESIDEN
_SITE	PUBLIC ACQUISITION	ACCESSIBLE	ENTERTAINMENT	_RELIGIOUS
OBJECT	_IN PROCESS	_YES: RESTRICTED	GOVERNMENT	_SCIENTIFIC
	BEING CONSIDERED	X_YES UNRESTRICTED	_INDUSTRIAL	_TRANSPORTATION
		_NO	_MILITARY	XOTHER Ruin
OWNER O	FPROPERTY			
- NAME	Mrs Tobr W Marsi	sia Dunnidouk		
STREET & NUMBER	Mr. John W. Hani	in, President		
Vestion 1940	Chessie System ,	2 North Charl	les St.	
CITY. TOWN		N. 408-24 (WALLES A CONT.)	STATE	
		VICINITY OF	Mary	land 21201
<u>5</u> LOCATION	N OF LEGAL DESCR	IPTION		
COURTHOUSE, REGISTRY OF DEEDS,		ty Courthouse County Courthou	use	
STREET & NUMBER				
CITY, TOWN			STATE	
Ellicott City, Towson			Mary	land
REPRESEN	TATION IN EXIST	ING SURVEYS		
TITLE				
DATE				
		FEDERAL	_STATE _COUNTY _LOCA	L
DEPOSITORY FOR SURVEY RECORDS		•	-	
CITY, TOWN	F.		STATE	

7 DESCRIPTION

CONDITION

CHECK ONE

CHECK ONE

HO-63

__EXCELLENT

_DETERIORATED

_UNEXPOSED

_ UNALTERED

X_ORIGINAL SITE

_GOOD

X_RUINS

_ALTERED

_MOVED DATE____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The remains of the Patterson Viaduct stand on the east (Baltimore County) and west (Howard County) banks of the Patapsco River just south of the present bridge carrying the Baltimore and Ohio Railroad over the river near Ilchester, Maryland.

A description of the then new Viaduct taken from the 1829 annual report of the Railroad is as follows:

This bridge rises about 43 feet above its foundations. It has four graduated arches - 2 of 55 foot chord each and two of 20 foot chord each. The smaller arches were introduced for the accommodation of two county roadways, one on each side of the river. Each of the roadways is secured against the action of the stream by substantial guardwalls of suitable length and height. Its length is upwards of 360 feet. The stones in the arches, as in the Carrollton and other bridges, are so shaped as to conform to the radii of circles of which the arches are segments. The versed sines of the larger arches are 16 and of the smaller arches 6 feet. The mass[ive] blocks of granite, some of which exceed 7 tons weight, which form the exterior of its walls, are regularly butted and vertically jointed. Its exterior is undressed or rustic. It contains 9601-1/2 perches of masonry. It was commenced in May and passed in the succeeding December. Its cost was \$35,552.85, or \$3.71 a perch.

The Viaduct was almost totally destroyed in the great Patapsco Valley flood of 1868. A single-span Bollman truss built into the west abutment in 1869 incorporated the original roadway arch and upstream wingwall. With the realignment of the railroad 400 feet upstream in 1902-1903, the Bollman bridge was left unused. Today, all that remains at the original crossing is the single masonry roadway arch of the 1829 construction on the west bank and the stone abutment on the east bank.

	PERIOD	AF	REAS OF SIGNIFICANCE CH	HECK AND JUSTIFY BELOW	
	PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	_COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	RELIGION
	_1400-1499	_ARCHEOLOGY-HISTORIC	CONSERVATION	LAW	SCIENCE
	_1500-1599	AGRICULTURE	_ECONOMICS	LITERATURE	SCULPTURE
,	_1600-1699	ARCHITECTURE	EDUCATION	MILITARY	_SOCIAL/HUMANITARIAN
	_1700-1799	ART	X_ENGINEERING	MUSIC	THEATER
	X1800-1899	COMMERCE	_EXPLORATION/SETTLEMENT	PHILOSOPHY	XTRANSPORTATION
	_1900-	_COMMUNICATIONS	_INDUSTRY	POLITICS/GOVERNMENT	_OTHER (SPECIFY)
			INVENTION		

SPECIFIC DATES

1829

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Patterson Viaduct (or Ilchester Bridge), built from May to December 1829, was part of the original main line of the Baltimore and Ohio Railroad. It was constructed in the first building phase of the Railroad which extended from Baltimore City to Ellicott's Mills. The Patterson, the third bridge to be built for the B & O, is similar in construction to the Carrollton Viaduct (National Register). Designed by Caspar Wever, it was built under the supervision of John McCartney, one of his assistants. A note from McCartney to Wever dated 17October 1829 reads as follows:

I will contract to bild the Bridg over the petapsico for forty five thousand dollers and no Less and Run All Risks & yet i am willing to Cary it on in the Same maner that i have comenced and for what Compancation the presidint and directors of the Company Says is Right yet i am of the opinion that it will not cost more than from thirty to thirty five thousand dolls.

McCartney received the contract to build the Thomas Viaduct (National Register) as a result of his successful completion of the Patterson contract.

¹From copy in the files of Division of Mechanical and Civil Engineering, Smithsonian Institution.

MAJOR BIBLIOC	GRAPHICAL REFEI	RENCES	N	0-63
Stein, Charles	Francis, Jr. Origi	n and Histor	v of Howard County	, Mary-
land. Balt	imore: By the Aut	hor and the	Howard County Hist	orical
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@GEOGRAPHICAL	L DATA			
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o Enchois				
ZONE EASTING C VERBAL BOUNDARY DES	NORTHING NORTHING SCRIPTION	ZONE EAST	ING NORTHING	<u>.</u>
			*	
47				
LIST ALL STATES A	ND COUNTIES FOR PROPERTI	ES OVERLAPPING ST	ATE OR COUNTY BOUNDARIE	S
STATE	CODE	COUNTY	COI	DE
STATE	CODE	COUNTY	CO	DE
		(2000-00000000)		
FORM PREPARE	D BY	*		
FORM PREPARE	D BY	1*		
NAME / TITLE	D BY			IS
NAME/TITLE Pamela Jame ORGANIZATION	es, Assistant Hist		DATE	IS
Pamela Jame ORGANIZATION Maryland H			DATE August 1975	IS
Pamela Jame ORGANIZATION Maryland H: STREET & NUMBER	es, Assistant Hist		August 1975	IS
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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

DATE ENTERED

Patterson Viaduct
Howard & Baltimore Counties

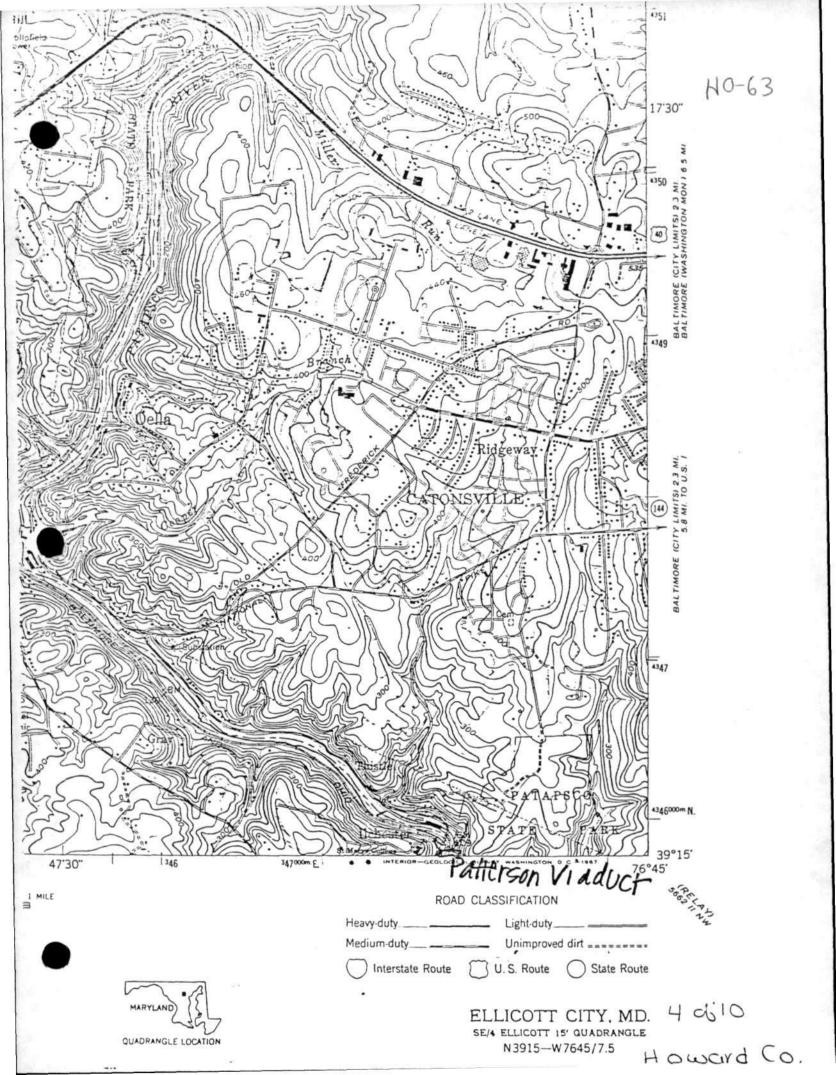
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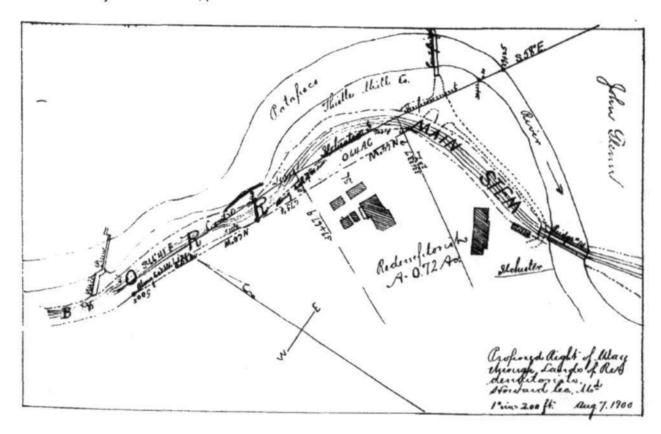
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Dennis, Olive W. History of the Old Main Line, Baltimore and Ohio Railroad. 1943.

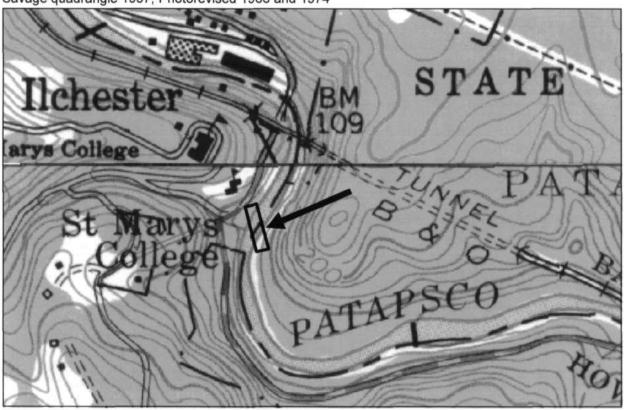


HO-63/BA-1850 Patterson Viaduct Ruins

The Redemptorists to The Baltimore and Ohio Railway, 13 February 1901 Howard County Deed Book 73, p. 230



HO-63/BA-1850 Patterson Viaduct Ruins Ilchester Savage quadrangle 1957, Photorevised 1966 and 1974

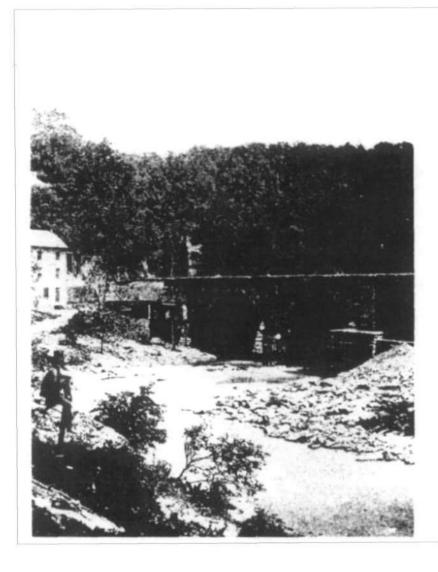


National Web Map Service 6" Orthophoto Map, c. 2010



HO-63/BA-1850 Patterson Viaduct Ruins

James D. Dilts, The Great Road: the Building of the Baltimore and Ohio, the Nation's First Railroad, 1828-1853 (Stanford, CA.: Stanford University Press, 1993), photograph between pages 158 and 159.



This rare photograph (left) of the 1829 Patterson Viaduct was taken before 1866, when the two central arches were destroyed in a flood; an 1872 photograph (bottom) shows the Bollman truss bridge that replaced them. A track realignment in 1903 left the bridge abandoned, and today all that remains of the original viaduct in this still-bucolic area is a single roadway arch. 1866 photo: Wilgus Collection; 1872 photo: © The B&O Railroad Museum. Inc., Collection.

HO-63/BA-1850 Patterson Viaduct Ruins The Patapsco At Ilchester, 1872

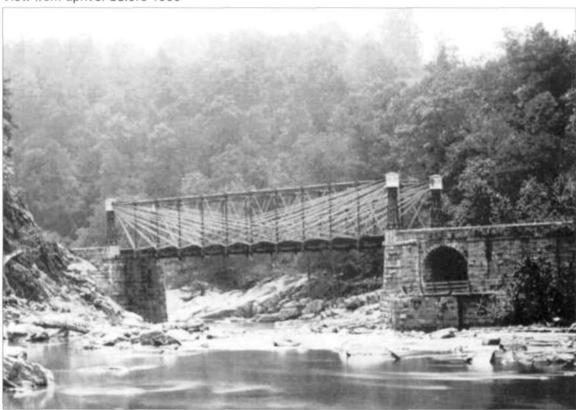


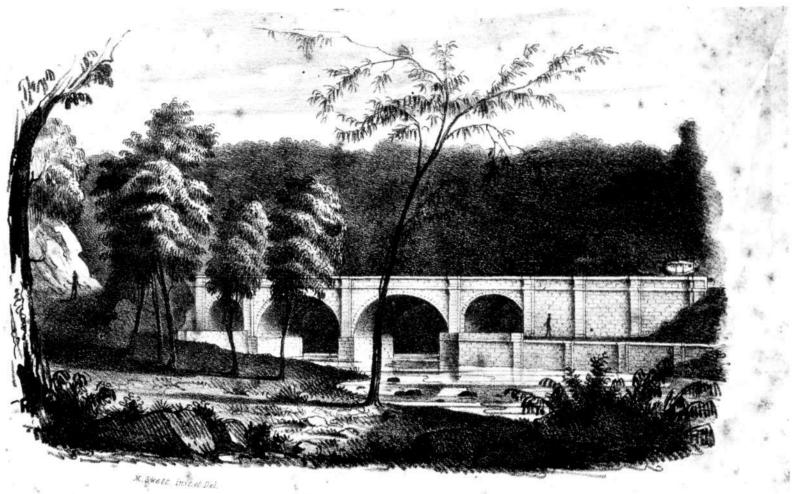


HO-63/BA-1850 Patterson Viaduct Ruins Bollman truss and Ilchester from south abutment from before 1900



View from upriver before 1900





PATTERSON VIADUCT,

* BALTO & OHIO R. R.

Lith & Published by Endicold & Sweet Graphic Hall Barre

Smithsonian Litho

HO-63 PATTERSON Viaduct